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United States Senate

COMMITTEE ON COMMERCE, SCIENCE,
AND TRANSPORTATION

WASHINGTON, DC 20510-6125

August 1, 2002

Admiral James M. Loy
Acting Under Secretary of Transportation for Security
Transportation Security Administration
400 Seventh Street, S.W.
Washington D.C. 20590

Dear Admiral Loy

I want to thank you for appearing before the Committee last week during our hearing to review the progress the Administration is making on the implementation of the Aviation and Transportation Security Act, P.L. 107-71.

When the Senate unanimously passed the Aviation and Transportation Security Act (ATSA), we recognized that the deadlines we set were very stringent to ensure that the TSA move ahead expeditiously with upgrades to our airports and aviation security system with the full support of Congress. The security of our nation's transportation system is simply too important to allow these obligations to be continually delayed. During the hearing last week, I stated that we would hold a follow-up hearing in September. There are a number of areas that continue to be of concern to myself and the Committee and I would like an update on your progress in the following areas:

The Budget – What level of funding do you need for Fiscal Year 2003 to implement the requirements of ASTA by program and activity? Explain specifically how the FY 2002 funds will be expended and specific areas of shortfalls, in any.

Screener Hiring – How will you meet the deadline? What is the status of hiring and training and what types of problems are you encountering? How many Federal Security Directors (FSD) have you hired to date? What is the hiring process and schedule for the remaining airports? For airports that will not have a FSD on site, who will be in charge of security at those airports?

Explosive Detection Systems – It was envisioned that EDSs would be deployed in-line in the basement of the airports. The plan, as developed by TSA, will deploy EDS and a smaller unit Explosive Trace Detection (ETD). A number of European airports use them

together, as will some U.S. airports. The Committee is aware that a handful of airports may need additional time to install and deploy this equipment. Section 110, of P.L. 107-71 provides the administration with sufficient flexibility to respond to these particular concerns at these airports. Would you provide the Committee with a list of the equipment by type that has been installed at each airport to date and the installation schedule for the remainder of the airports? Can you tell me which airports will need more time, and give me a schedule for those that may be delayed?

Cockpit Doors – Right now TSA can order new procedures to lock the cockpit doors during flight. A number of carriers are looking at ways to put in double doors or removable barriers to allow ingress and egress to the cabin as needed. Please explain current fortification requirements and schedules for cockpit door reinforcement. Please explain why you do not order that doors be closed at all times during flight.

Arming Pilots – The statute included provisions that allow the Administration to pursue arming pilots with firearms or less-than-lethal weaponry and you stated at the hearing that the administration would review the matter. Please advise me of your recommendations on whether, or how to arm pilots.

Flight Attendant Training – How many flight attendants have been trained to respond to a security crisis or on techniques that will improve security? What is the type and extent of the training? What is the schedule to complete this training?

Technology – What new technologies, such as biometrics, smart cards for employees, and/or universal access cards is the administration testing or has procured to process airline passengers more effectively?

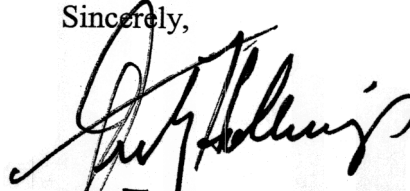
Reimbursement of Law Enforcement Officers – TSA has committed to reimburse airports for Law Enforcement Officers that have been stationed at airports since 9-11. The airports have submitted the necessary information, but have not yet been paid. How much has been requested by the individual airports? When will that money be transferred to the airports?

Charter Security – there are numerous questions surrounding the issue of charter security. What procedures apply to those above 95,000 pounds, what procedures are appropriate for small aircrafts and is the weight standard based on the original certified weight, for example, or the actual weight of each aircraft?

Funding - ASTA authorizes TSA to recoup from air carriers the funds they spent on security in 2000. During the debate, the carriers asserted, as I recall, that they spent more than \$700 million. How much have you collected and how much do the carriers claim they spent in 2000 under your procedures? The Emergency Supplemental provided TSA \$3.85 billion, including \$783 million for airports. How will those funds be expended – for what types of items and at what airports?

I would appreciate any information that you can provide me to clarify your position and advise me on the status of these issues prior to the Commerce Committee's next aviation security hearing. Thank you for your prompt response to this request.

Sincerely,

A handwritten signature in black ink, appearing to read "Ernest F. Hollings", written over a light gray rectangular background.

Senator Ernest F. Hollings
Chairman